Mr. P. NAGARAJIAH.—But is not the Government put to loss by way of reduced land revenue receipts on account of the non-restoration of the tank? And therefore, is it not desirable for the Government themselves to restore it?

Mr. R. W. SCALDWELL.—According to plans and estimates already prepared, the work is expected to yield a return of only 2 per cent. An estimate to suit present conditions will be prepared.

Grants from Petrol Tax Revenue for Repairs to District Fund Roads.

Q.—28. **Messrs. B. P. BASAPPA SETTY** and **H. DEVA GOWDA** (Chikmagalur Taluk).—

Will the Government be pleased to state:—

(*a*) the total length of road in each district (babwar);

(*b*) what are the agencies employed for road works and the length of road entrusted to each and what are the sources from which funds are provided therefor;

(*c*) what is the average mileage grant for each group (grants for special repairs and for annual maintenance to be shown separately, districtwar);

(*d*) (i) what is the amount realised till now from petrol tax and tax on motor vehicles;

(ii) to what funds are these amounts being credited every year and for what purposes are they utilized?

A.—The **SECRETARY to GOVERNMENT, PUBLIC WORKS DEPARTMENT** (Mr. R. W. Scaldwell).—

(*a*)—

District	Miles of roads maintained by State Fund	Miles of roads maintained from District Funds by P.W.D.	Miles of roads maintained from District Funds by the Civil Department
Mysore	390½	644½	332
Bangalore	212	458	248
Kolar	217½	410	509
Tumkur	189	550	29½
Chitaldrug	220	364	...
Shimoga	394½	434½	117½
Kadur	375½	303	35
Hassan	191½	462½	110
Total ...	2,191	3,626½	1,381

(*b*) Road works are carried out by piece-work lumpsum contract and by *amani*. This is not a fixed figure but varies from year to year depending upon the urgency of works, condition of roads and capacity of piece-workers.

Funds are provided for—

(1) State Fund Roads ... from "24 A. Communications—1 Roads—Repairs."
(2) District Fund Roads ... from District Board funds of several Districts."

(*c*) Average mileage grant—

	Rs.	
(1) State Fund Roads ...	244	
(2) District Fund Roads (maintained by P.W.D.)	118	The annual repair grants alone are taken into consideration in striking the average grants.
(3) District Fund Roads (maintained by Civil Agency)	45	

District	State Fund 1935-36		District Fund 1935-36 (P.W.D.)		District Fund 1936-37 (Civil Agency)	
	A.R. Grant	S.R. Grant	A.R. Grant	S.R. Grant	A.R. Grant	S.R. Grant
	Rs.	Rs.	Rs.	Rs.	Rs.	
Mysore	1,49,000	1,37,000	88.688	...	15,460	Information not available.
Bangalore ...	76,000	69,000	69,313	10,000	11,000	
Kolar	50,000	14,000	45,710	5,000	23,110	
Tumkur	30,000	10,500	56,799	...	605	
Chitaldrug ...	33,500	18,200	42,478	10.000	...	
Shimoga	70,000	87,900	41,320	...	2,500	
Kadur	81,000	57,700	31,845	...	1,855	
Hassan	45,000	21,200	55,084	...	2,997	

(*d*) (i) Amount realised from petrol tax from 1931-32 to end of 1935-36 is Rs. 15,06,408. Amount realised from tax on motor vehicles from 1931-32 to end of 1935-36 is Rs. 21,05,810.

(ii) The taxes on motor vehicles were being credited to "XIX A. Communications," and the petrol tax revenue was being given over as additional grant under "24 A. Communications." All these receipts from the year 1936-37 are being credited to "13 A. Road Fund." The amount is utilised for original works and repairs of roads and bridges.

Mr. T. MARIYAPPA.—Are the Government giving any special grant from State funds for repair of roads, in addition to providing funds from petrol and vehicle tax revenues?

Mr. R. W. SCALDWELL.—No.

Mr. T. MARIYAPPA.—For regular annual repairs are any grants made?

Mr. R. W. SCALDWELL.—Yes. A sum of Rs. 5·30 lakhs from Road Fund.

Mr. T. MARIYAPPA.—Are not district fund roads also public roads? Are they not made use of by the general public? If so, should not grants from State funds be given to repair them as they are in a very bad condition?

Mr. R. W. SCALDWELL.—They are. But the State fund roads themselves are not in a good condition, and the grants that are being allotted are quite inadequate even for these roads. Grants to the district fund roads can therefore be thought of only after the needs of the State fund roads are satisfied, if surplus grant is available.

Mr. T. MARIYAPPA.—Are not the Government aware that District Boards are unable to provide sufficient funds for the improvement of their roads?

Mr. R. W. SCALDWELL.—But Government also cannot do anything more for them just at present.

Mr. T. MARIYAPPA.—Are the Government aware that, at a recent session of the Road Congress, it was resolved that State funds may also be used for the improvement of district fund roads?

Mr. R. W. SCALDWELL.—Yes.

Mr. T. MARIYAPPA.—What is the principle of classification of State fund roads and on what basis do the Government select particular roads for first attention?

Mr. R. W. SCALDWELL.—It all depends upon the importance of the road. For instance, the Madras–Cannanore road, the Bangalore–Nilgiris road, the Bangalore–Bellary road, etc., are important arterial roads and so they are given preference over others.

Mr. T. MARIYAPPA.—To repair at least such of the district fund roads as have frontier communications, will special grants be provided from the petrol tax revenue?

Mr. R. W. SCALDWELL.—The suggestion will be considered.

Mr. K. M. KRISHNAPPA GOWDA.—What is the basis on which the Mysore Government's share of the petrol tax revenue is fixed by the Government of India?

Mr. S. P. RAJAGOPALACHARI.—That question does not arise.

Mr. K. M. KRISHNAPPA GOWDA.—Is not the petrol tax revenue earned, at least in part, by the use of petrol by buses running on District Board roads also?

Mr. S. P. RAJAGOPALACHARI.—Yes.

Mr. K. M. KRISHNAPPA GOWDA.—Are the Government aware that the petrol tax revenue is earned more on district fund roads than on State fund roads?

Mr. S. P. RAJAGOPALACHARI.—We generally receive about Rs. 2 lakhs as petrol tax revenue. This year we do not know how much we are going to receive as our share. We cannot go on giving grants to all roads from that revenue. In spite of that difficulty we have been providing special grants for repairs to State fund roads. When once all State fund roads are repaired, we can consider the case of district fund roads.

Mr. K. M. KRISHNAPPA GOWDA.—Is it not desirable that even in the meanwhile, some special grant out of the petrol tax revenue is provided for repairs to district fund roads along with grants to State fund roads?

Mr. S. P. RAJAGOPALACHARI.—It may be all right as a matter of principle. But there are practical

difficulties in the way of giving money. However, the suggestion may be considered.

Repairs to Godabanahal Tank.

Q.—42. **Messrs. Venkatapathi THIMMIAH** and Patel **MALLAPPA** (Chitaldrug Taluk); **T. SHADAKSHARAPPA** and **D. SIVASANKARAYYA** (Chellakere Taluk); **K. KENCHAPPA** and **B. SITHARAMIAH** (Hiriyur Taluk); **Pathi BASAPPA** and **Kamareddy MALLAPPA** (Molakalmuru Taluk): **Patel CHENNAPPA** and **GOWDA SIVAPPA** (Davangere Taluk): **GOWDA ESWARAPPA**, son of Mr. Nanjappa Gowda, and **GOWDA ESWARAPPA**, son of Mr. Rangappa (Holalkere Taluk); **B. V. NAGESHA SETTY** and **B. MARULAPPA** (Hosadurga Taluk); **J. S. MAHALINGAPPA** and **MALKAPPA** (Jagalur Taluk); **BASAVANNA GOWDA** (Harihar Sub-Taluk); **S. RANGA RAO** (Chitaldrug Municipality); **M. GURUSIDDAPPA** (Davangere Municipality) and **MAHOMED USMAN SAHEB** (Harihar Municipality):—

Will the Government be pleased to state:—

(*a*) what is the amount of estimate sanctioned for the *bundh* and waste-weir work of Godabanahal (Annehal) tank in Chitaldrug Taluk;

(*b*) what is the amount of expenditure incurred for each of the items referred to above;

(*c*) is it a fact that, after the tank work was completed and the tank handed over by the Engineering Department to the Revenue Department, the *bundh* at grades 18, 19, 20 and 21 slided back and cracked, and was in a condition to breach, and that the raiyats petitioned when it was in that condition;

(*d*) is it a fact that, to avoid breach and danger, the Deputy Commissioner and the Executive Engineer got the newly built weir removed and allowed the water to flow out;

(*e*) is it a fact that the sunken portions of the *bundh* in grades 18, 19, 20 and 21 were set right and the waste-weir repaired again;

(*f*) what is the expenditure incurred for constructing the waste-weir newly; what is the cost incurred for removing it subsequently and for repairing it again;

(*g*) what is the expenditure incurred for repairing the sunken portions of the tank *bundh*?

A.—The **SECRETARY to GOVERNMENT, PUBLIC WORKS DEPARTMENT (Mr. R. W. Scaldwell).**—

(*a*) The amount of the sanctioned estimate is Rs. 11,000.

(*b*) Expenditure on the *bundh* is Rs. 5,013 and on waste-weir Rs. 2,533.

(*c*) Yes. The *bundh* for a length of 120 feet in grades 19 and 20 slipped.

(*d*) The waste-weir was not removed, but was lowered by a foot and a half for a length of 60 feet, to keep the tank in a safe condition.

(*e*) The answer is in the affirmative.

(*f*) The waste-weir was first constructed at a cost of Rs. 2,533. A cost of Rs. 54 was incurred for lowering the weir and a sum of Rs. 81 was spent for re-building it.

(*g*) The expenditure incurred for repairing the slipped portion is Rs. 339.

Mr. Patel MALLAPPA.—Even though the *bundh* of the tank was repaired twice, cracks have again appeared. What action has been taken to repair it now?

Mr. R. W. SCALDWELL.—I have not received any report in the matter. I shall obtain a report and consider the action to be taken.

Mr. T. SHADAKSHARAPPA.—If the work was done well on the first occasion itself, would there have been any necessity for doing it again?

Mr. R. W. SCALDWELL.—There may have been silt beneath the old *bundh* which might have caused a slip.

Mr. T. SHADAKSHARAPPA.—In what condition is the tank now?

Mr. R. W. SCALDWELL.—I want notice.

Mr. T. SHADAKSHARAPPA.—Is there enough water in the tank for wet cultivation?

Mr. R. W. SCALDWELL.—I cannot say anything now, in the absence of any report on the subject.

Mr. T. SHADAKSHARAPPA.—If the tank is still in a bad condition and water is leaking, will it not be repaired again?

Mr. R. W. SCALDWELL.—We shall consider the matter after the receipt of a report.